

Branch Canal and the South Branch of the Chicago River, North Branch Canal and the South Branch of the Chicago River from January 1 through March 31. The draws shall be opened promptly on signal provided at least 12 hours' advance notice has been given during this period, except that the Randolph Street, Cermak Road, Throop Street and Loomis Street bridges across the South Branch of the Chicago River, and the North Halsted Street bridge across the North Branch Canal bridges shall be opened promptly on signal, except as provided in subparagraph (1) of this paragraph.

(3) *Constant attendance not required.* Constant attendance is not required at the Roosevelt Road, South Canal Street, South Halsted Street, South Ashland Avenue, South Damen Avenue, West Grant Avenue, West Erie Street, North Ogden Avenue North Branch Canal, North Ogden Avenue, North Branch of the Chicago River, West Division Street, North Branch Canal, and West Division Street North Branch of the Chicago River bridges. Roving drawtenders shall open these bridges not more than 30 minutes after notification to the Port Directors Office or an authorized representative.

(4) *The Chicago and North Western railroad bridge across the north branch of the Chicago River at mile 5.06.* The draw shall be opened promptly on signal provided at least 2 hours' advance notice has been given. However the draw need not be opened for the passage of vessels Monday through Friday from 7 a.m. to 8 a.m. and 5:30 p.m. to 6:30 p.m.

(5) *The Chicago, Milwaukee, St. Paul and Pacific railroad bridge across the North Branch Canal.* The draw shall be opened promptly on signal provided at least 1 hours' advance notice has been given.

(6) *Limited vertical clearances.* The draws of bridges that have a vertical clearance of less than 16 feet above the Chicago City Datum shall be opened within 15 minutes of the sounding of the opening signal by a vessel, unless specifically exempted by other requirements set forth in this section.

(7) *Passage of emergency vessels.* The draws of any of the bridges listed in this section shall be opened as soon as possible for the passage of emergency vessels of the city of Chicago or public vessels of the United States notwithstanding any exceptions set forth elsewhere in this section.

(Sec. 5, 28 Stat. 362, as amended, sec. 6(g) (2), 80 Stat. 937; 33 U.S.C. 499, 49 U.S.C. 1655(g) (2); 49 CFR 1.46(c) (5) (35 F.R. 4959), 33 CFR 1.05-1(c) (4) (35 F.R. 15922))

3. Interested persons may participate in this proposed rule making by submitting written data, views, arguments, or comments as they may desire on or before April 23, 1971. All submissions should be made in writing to the Commander, Ninth Coast Guard District, Federal Office Building, Cleveland, OH 44199.

4. It is requested that each submission state the subject to which it is directed, the specific wording recommended, the reason for any recommended change, and the name, address and firm or organization, if any, of the person making the submission.

5. Each communication received within the time specified will be fully considered and evaluated before final action is taken on the proposal in this document. This proposal may be changed in light of the comments received. Copies of all written communications received will be available for examination by interested persons at the office of the Commander, Ninth Coast Guard District.

6. After the time set for the submission of comments by the interested parties, the Commander, Ninth Coast Guard District will forward the record, including all written submissions and his recommendations with respect to the proposals and the submissions, to the Chief, Office of Operations, U.S. Coast Guard, Washington, D.C. The Chief, Office of Operations will thereafter make a final determination with respect to these proposals.

Dated: March 10, 1971.

R. E. HAMMOND,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Operations.

[FR Doc. 71-3748 Filed 3-17-71; 8:47 am]

[46 CFR Part 146]

[CGFR 71-18]

DAANGEROUS CARGOES CONTAINERS

Notice of Proposed Rule Making

The Coast Guard is considering amending the dangerous cargoes regulations. Labels would not be required on packages comprising shipments received and delivered in carloads or highway truckloads when such shipments are in conformity with applicable provisions of § 146.05-15. A corresponding amendment would be made to § 146.08-31. Also, inhibited acrolein would be authorized for transportation in cylinders (DOT-4B240, 4BA240, 4BW240), portable tanks (DOT-51), and tank cars complying with Department of Transportation regulations. Finally, the use of specification DOT-3A, 3AA, and 3E1800 cylinders would be approved for the transportation of certain class A poisonous liquids or gases.

Interested persons are invited to submit written data, views or comments regarding the proposal to the Commandant (MHM), U.S. Coast Guard, Washington, D.C. 20591. Communications should identify the notice number, CGFR 71-18, any specific wording recommended, reasons for any recommended change, and the name, address, and organization, if any, of the commentator. The Coast Guard will hold an informal hearing on Tuesday, May 4, 1971, at 9:30 a.m. in Conference Room

2230, Department of Transportation, Nassif Building, 400 Seventh Street SW., Washington, DC. Interested persons are invited to attend the hearing and present oral or written statements on this proposal. There will be no cross-examination of persons presenting statements. Comments received on or before May 11, 1971, or at the hearing will be fully considered and evaluated before final action is taken on this proposal. Copies of all written communications received will be available for examination in Room 8306, Department of Transportation, Nassif Building, 400 Seventh Street SW., Washington, DC, both before and after the closing date for the receipt of comments. The proposal contained in this document may be changed in the light of the comments received.

In the Saturday, January 30, 1971, issue of the FEDERAL REGISTER (36 F.R. 1472-1473), the Hazardous Materials Regulations Board published amendments to Parts 173 and 177 of Title 49, Code of Federal Regulations. The first amendment, F.R. Doc. 71-1273 (Docket No. HM-61; Amdt. 173-43), published at page 1472, concerned authorization of the transportation of inhibited acrolein, a flammable liquid, in: (a) Class 105A * * * W tank cars having a minimum test pressure of 300 p.s.i. and stenciled "105A200W"; (b) Specifications 4B240, 4BA240, and 4BW240 welded steel cylinders; and (c) Specification 51 steel portable tanks. For reasons fully stated in the document, the Board approved the amendment for inclusion in § 173.122 of Title 49, Code of Federal Regulations.

The second amendment, F.R. Doc. 71-1272 (Docket No. HM-59; Amdt. 173-42), also published at page 1472, provided for the use of specification DOT-3A, 3AA, and 3E1800 cylinders for the transportation of certain class A poisonous liquids or gases. For reasons fully stated in the document, the Board approved the amendment for inclusion in 49 CFR 173.328(a) (2) and made editorial changes to 49 CFR 173.327 for completeness and consistency with other regulations.

The third amendment, F.R. Doc. 71-1271 (Docket No. HM-28; Amdts. 173-41, 177-15), published at page 1473, removed certain exemptions from the labeling requirements of 49 CFR 173.402 and made corresponding changes in 49 CFR 173.404 and 177.815. The amendment was approved by the Board for reasons fully stated in the document.

The amendments of the hazardous materials regulations of the Department of Transportation in Title 49 would make these changes available to shippers by water, air, and land, and to carriers by air and land. The adoption of this proposed amendment to Title 46 would make these apply to carriers by water.

In consideration of the foregoing, it is proposed to amend Part 146 of Title 46, Code of Federal Regulations, as follows:

Subpart 146.05—Shipper's Requirements Regarding Packing, Marking, Labeling and Shipping Papers

1. Subpart 146.05 is amended by revoking § 146.05-15(h).

Subpart 146.07—Railroad Vehicles, Highway Vehicles, Containers or Portable Tanks Loaded With Explosives or Other Dangerous Articles and Transported on Board Ocean Vessels

1a. Section 146.07-25(b) is amended by revoking the last sentence.

Subpart 146.08—Railroad or Highway Vehicles Loaded With Dangerous Substances and Transported on Board Ferry Vessels

2. Subpart 146.08 is amended by adding § 146.08-31 to read as follows:

§ 146.08-31 Exemptions concerning labeling requirements.

Labels are not required on packages containing explosives or other dangerous articles or substances when the packages are:

(a) Loaded and unloaded under the supervision of Department of Defense personnel and are under escort by Department of Defense personnel in a separate vehicle.

(b) Cylinders containing compressed gases classed as nonflammable, provided that the cylinders are carried by private or contract motor carriers and are not overpacked.

Subpart 146.21—Detailed Regulations Governing Inflammable Liquids

3. Subpart 146.21 is amended for the article "Acrolein (inhibited)" by adding in the 4th column ("Required conditions for transportation—Cargo vessel"), of § 146.21-100 the words reading as follows:

Cylinders (DOT-4B240, 4BA240, or 4BW240) complying with DOT regulations.
Portable tanks (DOT-51) not over 20,000 lbs. gr. wt.
Tank cars complying with DOT regulations (trainship only).

Subpart 146.25—Detailed Regulations Governing Poisonous Articles

4. Subpart 146.25 is amended by revising the 4th column of § 146.25-100 for the articles:

- (a) Cyanogen chloride containing less than 0.9 percent water;
- (b) Cyanogen gas;
- (c) Ethyldichloroarsine;
- (d) Lewisite;
- (e) Methyldichloroarsine;
- (f) Mustard gas;
- (g) Phenylcarbamylamine chloride; and
- (h) Poisonous liquid or gas, N.O.S.

to read as follows:

Required conditions for transportation	
Cargo vessel	
Stowage:	
"On deck under cover."	
Outside containers:	
Steel cylinders (DOT-33, 3D) with valve protection cap or when without cap in nonspecification strong wooden boxes marked with prescribed name of contents, prescribed label and the words "This side up" and the notation "Inside packages comply with prescribed specifications."	
Cylinders (DOT-3A1800, 3AA1800 or 3E1800). Spec. 3A and 3AA cylinders must not exceed 125 pound water capacity (nominal) and must have valve protection or be packed in strong wooden or metal boxes as described in 49 CFR 173.327(a)(2). Spec. 3E1800 cylinders must be packed in strong wooden or metal boxes.	

This proposal is made under authority of R.S. 4405, as amended, R.S. 4417a, as amended, R.S. 4462, as amended, R.S. 4472, as amended, sec. 6(b)(1), 80 Stat. 937; 46 U.S.C. 375, 391a, 416, 170, 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b).

Dated: March 12, 1971.

W. F. REA, III,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Merchant
Marine Safety.

[FR Doc. 71-3685 Filed 3-17-71; 8:45 am]

Federal Aviation Administration

[14 CFR Parts 61, 91]

[Docket No. 10916; Notice 71-8]

SECOND-IN-COMMAND QUALIFICATIONS AND PILOT-IN-COMMAND PROFICIENCY CHECKS

Notice of Proposed Rule Making

The Federal Aviation Administration is considering amending Parts 61 and 91 of the Federal Aviation Regulations to adopt experience and qualification requirements for pilots serving as second in command, and a proficiency check for pilots in command, of U.S. registered civil aircraft type certificated for more than one required pilot. These proposals cover operations conducted under Part 91 and not pursuant to the certification or operating rules of Parts 121, 123, 127, 133, 135, or 137 of the Federal Aviation Regulations.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to: Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, GC-24, 800 Independence Avenue SW., Washington, DC 20590. All communications received on or before June 16, 1971,

will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments in the Rules Docket for examination by interested persons.

In recent years both the FAA and Part 121 certificate holders, in recognition of the need to insure that fully qualified pilots are operating the complex aircraft of today, have spent a great deal of time and effort in providing a modern system of pilot training and qualification. As a result of these efforts, the overall safety record of Part 121 certificate holders has steadily improved. However, one area of aviation has faced tremendous growth in recent years, without a concomitant improvement in pilot qualification requirements. This field is comprised of those aircraft type certificated for more than one required pilot and operated in accordance with the rules of Part 91 and not pursuant to the certification or operating rules of Parts 121, 123, 127, 133, 135, or 137. Therefore, in recognition of this large segment of aviation and the introduction to it of more sophisticated aircraft, the FAA considers the proposals herein appropriate in the interest of safety in air commerce.

Specifically, it is proposed to require the second in command of such aircraft to have at least a current private pilot certificate with appropriate category and class ratings, an appropriate instrument rating in the case of flight under IFR, and experience in certain aspects of the position held and the airplane being operated.

In addition, it is proposed to add a new § 61.103 to expressly prohibit a private pilot from acting as second in command of an aircraft type certificated for more than one required pilot if (1) that aircraft is carrying passengers or property for compensation or hire, or (2) he receives compensation for his services as second in command of the aircraft. The FAA believes this extension of a prohibition currently applied to pilots in command will insure that sufficiently qualified pilots occupy both flight crewmember positions in these aircraft.

With regard to specific qualification requirements, it is proposed in § 61.47b to require the second in command pilot of an aircraft certificated for more than one required pilot to be familiar with information concerning powerplants, major systems and components, major appliances, performance and limitations, standard and emergency operating procedures, and the contents of the approved aircraft flight manual, if any. Also, it would require that the second in command perform and log engine-out procedures by maneuvering with an engine out, and execute and log three takeoffs and three full stop landings as the sole

manipulator of the controls. These requirements are considered necessary to familiarize the second in command pilot with the operating characteristics of the type aircraft being flown. The rule as proposed permits the engine-out procedures to be performed in a simulator acceptable to the Administrator for the type of aircraft involved. The qualification requirements of § 61.47b would apply regardless of whether or not the aircraft is used for the carriage of persons or property for compensation or hire, or compensation is received by the second in command for his services.

In order to enable a pilot to meet the proposed requirements for second in command qualification, it is also proposed in § 61.47b to permit him to act as second in command of a flight under day VFR or day IFR, if the flight begins and ends at the same airport, no landings are made elsewhere, and no passengers are carried.

In addition to the foregoing proposals concerning second in command pilots, it is proposed in § 61.47a to require a proficiency check for the pilot in command of an aircraft certified for more than one required pilot. As proposed, the pilot in command of such an aircraft would be required, within the preceding 12 calendar months, to have successfully completed a proficiency check or flight check in an aircraft type certificated for more than one required pilot. He would also be required to have successfully completed, within the preceding 24 calendar months, a proficiency check or a flight check in the particular type of aircraft in which he is to serve.

It is proposed to permit the following checks or tests for either of the proficiency check requirements of § 61.47a: (1) A proficiency check given by an FAA inspector, or a pilot examiner designated by the FAA, which includes the standards, maneuvers and procedures prescribed for the original issuance of a type rating in the type aircraft used; (2) a pilot-in-command proficiency check given under Parts 121, 123, 127, or 135; (3) a flight test to add a type rating to a pilot certificate; (4) a periodic flight check necessary for appropriate pilot examiner or check pilot authority; or (5) a military proficiency check.

As in the case of a second in command pilot, for the purpose of meeting the proficiency check requirement, it is proposed to permit the pilot to act as pilot in command of a flight under day VFR or day IFR, if the flight begins and ends at the same airport, no landings are made elsewhere, and no passengers are carried.

A proficiency check requirement for pilots in command of aircraft with which this notice is concerned will insure that these aircraft will at all times be under the control of a pilot who is adequately familiar with, and qualified to operate, the particular type aircraft involved.

In order to complete the upgrading of qualification requirements for pilots in command, it is proposed to amend the recent experience requirements of § 61.47 (a) to extend the coverage therein to

pilots in command of aircraft certificated for more than one required pilot flight crewmember. Again, the provision enabling pilots in command and seconds in command to comply with proposals made herein, would be applicable to paragraph (a) of § 61.47.

Finally, it is proposed to adopt a new § 91.4 to place responsibility on the operator of aircraft to which this proposal applies to assure that the pilot flight crewmembers meet, as appropriate, the requirements of proposed §§ 61.47a and 61.47b.

In addition, the pilot in command would be responsible for determining that the second in command is familiar with the aircraft and with the procedures the second in command will use.

In consideration of the foregoing, it is proposed to amend Parts 61 and 91 of the Federal Aviation Regulations as follows:

1. By amending paragraph (a) of § 61.47 to read as follows:

§ 61.47 Recent experience.

(a) No person may act as pilot in command of an aircraft carrying passengers, nor of an aircraft certificated for more than one required pilot flight crewmember, unless, within the preceding 90 days, he has made at least five takeoffs and five landings to a full stop in an aircraft of the same category, class, and type. This paragraph does not apply to operations requiring an airline transport pilot certificate, nor to operations conducted under Part 135. For the purpose of meeting the requirements of this paragraph, a person may act as pilot in command of a flight under day VFR or day IFR, if the flight begins and ends at the same airport, no landings are made elsewhere, and no passengers are carried.

2. By inserting a new §§ 61.47a and 61.47b immediately following § 61.47 to read as follows:

§ 61.47a Pilot in command proficiency check: operation of aircraft requiring more than one required pilot.

(a) Except as provided in paragraph (d) of this section (12 months after the effective date of this section), no person may act as pilot in command of an aircraft that is type certificated for more than one required pilot flight crewmember unless he has satisfactorily completed the proficiency checks or flight checks prescribed in paragraphs (b) and (c) of this section.

(b) Since the beginning of the 12th month before the month in which a person acts as pilot in command of an aircraft that is type certificated for more than one required pilot flight crewmember he must have completed one of the following proficiency or flight checks in an aircraft that is type certificated for more than one required pilot flight crewmember:

(1) A proficiency check given to him by an FAA inspector or a designated flight examiner which includes the maneuvers, procedures, and standards required for the original issuance of a

type rating for the aircraft used in the check.

(2) A pilot in command proficiency check given to him in accordance with the provisions for that check under Parts 121, 123, or 135 of this chapter. However, in the case of a person acting as pilot in command of a helicopter he may also complete a proficiency check given to him in accordance with Part 127 of this chapter.

(3) A flight test required for an additional type rating for an aircraft.

(4) An initial or periodic flight check required for a pilot examiner or check pilot.

(5) A military proficiency check required for pilot in command and instrument privileges.

(c) Since the beginning of the 24th month before the month in which a person acts as pilot in command of an aircraft that is type certificated for more than one required pilot flight crewmember he must have completed one of the proficiency checks or flight checks prescribed in paragraph (b) (1) through (5) of this section in the particular type aircraft in which he is to serve as pilot in command.

(d) This section does not apply to persons conducting operations subject to Parts 121, 123, 127, 133, 135, and 137 of this chapter.

(e) If a pilot takes the proficiency check required by paragraph (a) of this section in the calendar month before, or the calendar month after, the month in which it is due, he is considered to have taken it in the month it is due.

§ 61.47b Second-in-command qualifications: operation of aircraft requiring more than one required pilot.

(a) Except as provided in paragraph (d) of this section, (90 days after the effective date of this section), no person may act as second in command of an aircraft type certificated for more than one required pilot flight crewmember, unless he holds—

(1) At least a current private pilot certificate with appropriate category and class ratings; and

(2) An appropriate instrument rating in the case of flight under IFR.

(b) Except as provided in paragraph (d) of this section, (90 days after the effective date of this section), no person may serve as second in command of an aircraft type certificated for more than one required pilot flight crewmember unless, since the beginning of the 12th calendar month before the month in which he serves, he has, with respect to that type aircraft:

(1) Familiarized himself with all information concerning the aircraft's powerplant, major components and systems, major appliances, performance and limitations, standard and emergency operating procedures, and the contents of the approved airplane flight manual.

(2) Performed and logged—

(i) Three takeoffs and three landings to a full stop as the sole manipulator of the flight controls; and

(ii) Engine-out procedures and maneuvering with an engine out while executing the duties of a pilot in command. This requirement may be satisfied in an aircraft simulator acceptable to the Administrator.

For the purpose of meeting the requirements of subparagraph (2) of this paragraph, a person may act as second in command of a flight under day VFR or day IFR, if the flight begins and ends at the same airport, no landings are made elsewhere, and no passengers are carried.

(c) If a pilot complies with the requirements in paragraph (b) of this section in the calendar month before, or the calendar month after, the month in which compliance with those requirements is due, he is considered to have complied with them in the month they are due.

(d) This section does not apply to a pilot who meets the pilot-in-command proficiency check requirements of § 61.47a nor to operations conducted under Parts 121, 123, 127, 133, 135, and 137 of this chapter.

2. By amending the caption of § 61.101 to read:

§ 61.101 General privileges and limitations: pilot in command.

3. By adding a new § 61.103 immediately following § 61.101 to read as follows:

§ 61.103 General privileges and limitations: second in command of aircraft requiring more than one required pilot.

(a) Except as provided in paragraph (b) of this section, a private pilot may not, for compensation or hire, act as second in command of an aircraft that is type certificated for more than one required pilot, nor may he act as second in command of such an aircraft that is carrying passengers or property for compensation or hire.

(b) A private pilot may act as the second in command of an aircraft that is type certificated for more than one required pilot flight crewmember if he is authorized to act as pilot in command of an aircraft under subparagraphs (1) through (5) of § 61.101(a).

4. By inserting a new § 91.4 immediately following § 91.3 to read as follows:

§ 91.4 Pilot in command and second in command of aircraft requiring more than one required pilot.

No person may operate an aircraft that is type certificated for more than one required pilot flight crewmember unless—

(a) The pilot flight crew of the aircraft consists of a pilot in command and a second in command who meet the requirements of §§ 61.47a and 61.47b of this chapter, as applicable; and

(b) The pilot in command has determined that the second in command meets the requirements of § 61.47b(b) (2)

of this chapter and has adequate knowledge and familiarity with the aircraft and the procedures to be used by him.

These amendments are proposed under the authority of sections 313(a), 314, and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1355, and 1421), and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on March 11, 1971.

JAMES F. RUDOLPH,
Director,
Flight Standards Service.

[FR Doc.71-3749 Filed 3-17-71;8:47 am]

[14 CFR Part 71]

[Airspace Docket No. 71-EA-18]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

Correction

In F.R. Doc. 71-3365 appearing on page 4708 in the issue of Thursday, March 11, 1971, the first line of the control zone description reading "Within a 6-mile radius of the center," should read "Within a 5-mile radius of the center."

[14 CFR Part 71]

[Airspace Docket No. 71-WA-10]

POSITIVE CONTROL AREA

Proposed Alteration

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations to expand the positive control area from flight level 240 to 18,000 feet MSL in the Western United States.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, DC 20590. All communications received within 60 days after publication of this notice will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, DC 20590. An informal

docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

Area Positive Control (APC) is presently designated throughout most of the United States as that part of the Continental Control Area between flight level 240 and flight level 600. In a rule adopted November 9, 1967 (32 F.R. 13270), the vertical limits of APC were lowered to 18,000 feet MSL in the northeast and part of the north central United States. It was stated in the notice of proposed rule making (32 F.R. 7219) that separate actions to lower the floor of positive control area in other sections of the country may be proposed as the Federal Aviation Administration attains the capability to provide positive control service therein. The FAA has determined that it now has the capability to provide positive control services in the western United States.

The action proposed herein would designate as positive control area that airspace within the continental control area from 18,000 feet MSL to flight level 240 bounded by a line beginning at:

Lat. 43°00'00" N., long. 99°00'00" W. thence to lat. 43°21'00" N., long. 100°19'00" W., lat. 44°20'00" N., long. 101°00'00" W., lat. 44°37'00" N., long. 101°00'00" W., lat. 45°07'00" N., long. 104°15'00" W., lat. 45°14'15" N., long. 106°00'00" W., lat. 46°05'00" N., long. 106°00'00" W., lat. 46°50'00" N., long. 109°35'00" W., lat. 46°15'00" N., long. 111°00'00" W., lat. 46°25'00" N., long. 115°00'00" W., thence to lat. 45°30'00" N., long. 115°00'00" W., lat. 45°30'00" N., long. 117°30'00" W., lat. 44°37'00" N., long. 119°21'00" W., lat. 44°28'00" N., long. 119°24'00" W., lat. 44°30'00" N., long. 119°35'00" W., lat. 42°40'00" N., long. 119°00'00" W., lat. 41°00'00" N., long. 119°30'00" W., lat. 41°00'00" N., long. 121°15'00" W., lat. 41°20'00" N., long. 122°25'00" W., lat. 41°20'00" N., long. 123°30'00" W., lat. 41°19'30" N., long. 124°08'55" W., thence via a line three nautical miles from the coastline to lat. 32°31'00" N., long. 117°11'00" W., thence along the U.S./Mexican border to lat. 32°15'00" N., long. 114°00'00" W., lat. 34°02'00" N., long. 114°00'00" W., lat. 34°11'00" N., long. 113°30'00" W., lat. 34°58'00" N., long. 113°30'00" W., lat. 35°23'00" N., long. 112°40'00" W., lat. 35°26'00" N., long. 112°00'00" W., lat. 35°26'00" N., long. 110°00'00" W., lat. 36°43'00" N., long. 106°05'00" W., lat. 36°43'00" N., long. 105°00'00" W., lat. 37°30'00" N., long. 102°33'00" W., lat. 38°28'00" N., long. 101°50'00" W., lat. 38°36'00" N., long. 101°28'00" W., lat. 38°49'00" N., long. 100°50'00" W., lat. 38°56'00" N., long. 99°42'00" W., lat. 39°23'00" N., long. 99°04'00" W. to point of beginning, excluding the Santa Barbara Islands and Farallon Island.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on March 12, 1971.

H. B. HELSTROM,
Chief, Airspace and Air
Traffic Rules Division.

[FR Doc.71-3751 Filed 3-17-71;8:48 am]